

Emergency Locator Transmitters by

INSTALLATION MANUAL OPERATION MANUAL INSPECTION LOG



KANNAD 406 AP-H

P/N : S1820502-04

P/N : S1820511-01

P/N : 0124206

KANNAD 406 AP-H transmitter

Mounting bracket, 1 strap

ANT100, auxiliary antenna

Users are kindly requested to notify **KANNAD** of any discrepancy,
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Please report to our customer support:

E-mail: support.sar@kannad.com

Tel.: +33 (0)2 97 02 49 00

RECORD OF REVISIONS

REV. Nb	REVISION DATE	INSERTION DATE	BY
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RECORD OF REVISIONS

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INTRODUCTION

The instructions in this manual provide the information necessary for the installation and the operation of KANNAD 406 AP-H ELT.

Servicing instructions ([Refer to SERVICING page 601](#)) are normally performed by shop personnel.

For servicing and maintenance instructions, refer to CMM 25-63-01.

For regulatory requirements, please consult your national aviation authority.

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SYSTEM OVERVIEW

1. COSPAS-SARSAT System

A. Description

Launched in the early eighties by the four founder countries (Canada, France, Russia, USA), the COSPAS-SARSAT system provides satellite aid to search and rescue (SAR) operations for maritime, aeronautical and terrestrial vehicles anywhere in the world.

It uses distress beacons fitted on mobiles and a constellation of LEO and GEO satellites which relay the 121.5 / 243 MHz signals and process the 406 MHz signal to ground stations (LUT) where the beacon positions are determined (with a precision of 10 NM with 121.5 / 243 signals and less than 2 NM with 406 signals).

Several types of beacons are designed to match the various applications of the COSPAS-SARSAT system:

- EPIRB (Emergency Position Indicating Radio Beacon) for maritime applications.
- ELT (Emergency Locator Transmitter) for aeronautical applications.
- PLB (Personal Locator Beacon) for land expeditions.

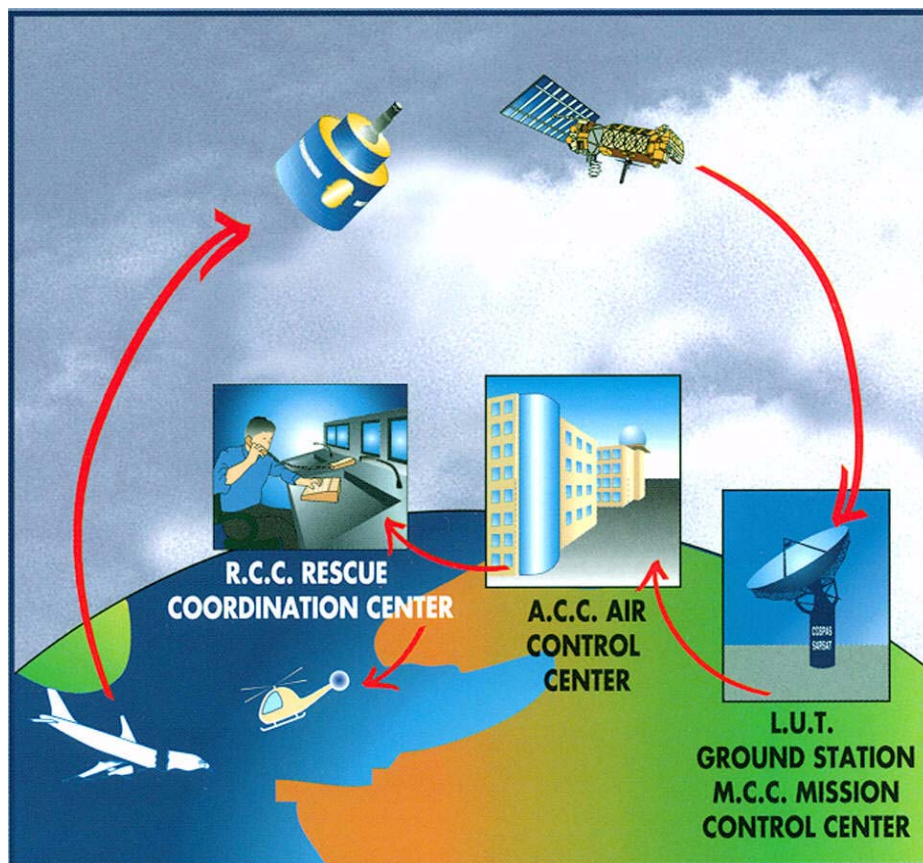


Figure 1: COSPAS-SARSAT System

B. World coverage with the COSPAS-SARSAT system

The major improvement is the use of the COSPAS-SARSAT system for processing aeronautical emergencies.

The difference with the 121.5 / 243 MHz is that the 406 MHz transmission carries digital data which enable the identification of the aircraft in distress and facilitate SAR operation (type of the aircraft, number of passengers, type of emergency).

The 406 MHz message is transmitted to the COSPAS-SARSAT satellites. This message is downloaded to one of the 64 ground stations (44 LEOLUTs and 20 GEOLUTS).

The aircraft is located by Doppler effect by the LEO satellites with a precision better than 2 NM (4 km) at any point of the earth.

C. Environmental improvements of ELTs

The certification of an ELT includes a range of severe mechanical tests:

- resistance to flame;
- impact and crush tests;
- resistance to 100 G and 500 G shocks;
- watertightness;
- antideflagration;
- extreme temperatures (-20°C to 55°C for more than 48 hours).

D. G-Switch (shock detectors)

The shock detectors equipping old automatic ELTs are the cause of a large number of false alarms. Major work has consisted in studying aircraft crashes (study made by the " Crash Research Institute ") and evaluating the acceleration amplitudes involved. As a consequence, G-Switch specifications have been modified to optimize the accuracy of the crash detection.

2. KANNAD 406 AP-H Presentation

The KANNAD 406 AP-H belongs to the AP type of ELTs which are intended to be rigidly attached to the aircraft before the crash, but readily removable from the aircraft after a crash.

The KANNAD 406 AP-H is designed to be installed **on helicopters only**.

The KANNAD 406 AP-H is composed of⁽¹⁾:

1. a transmitter⁽¹⁾;
2. a mounting bracket;
3. a remote control panel (mandatory if ELT controls are not available from the pilot's position, refer to RTCA/DO-183, RTCA/DO-204, EUROCAE ED-62);
4. an outside antenna;
5. a "Programming Dongle" for pin-programming function (option);
6. CS144 Interface Module (option);
7. an auxiliary antenna (for use as a survival beacon)⁽¹⁾.

The transmitter, bracket, Programming Dongle and CS144 Interface Module are installed in the aircraft near the tail. The outside antenna is mounted on the fuselage near the tail. The remote control panel is installed in the cockpit and connected to the ELT with a 4 or 5 wire bundle.

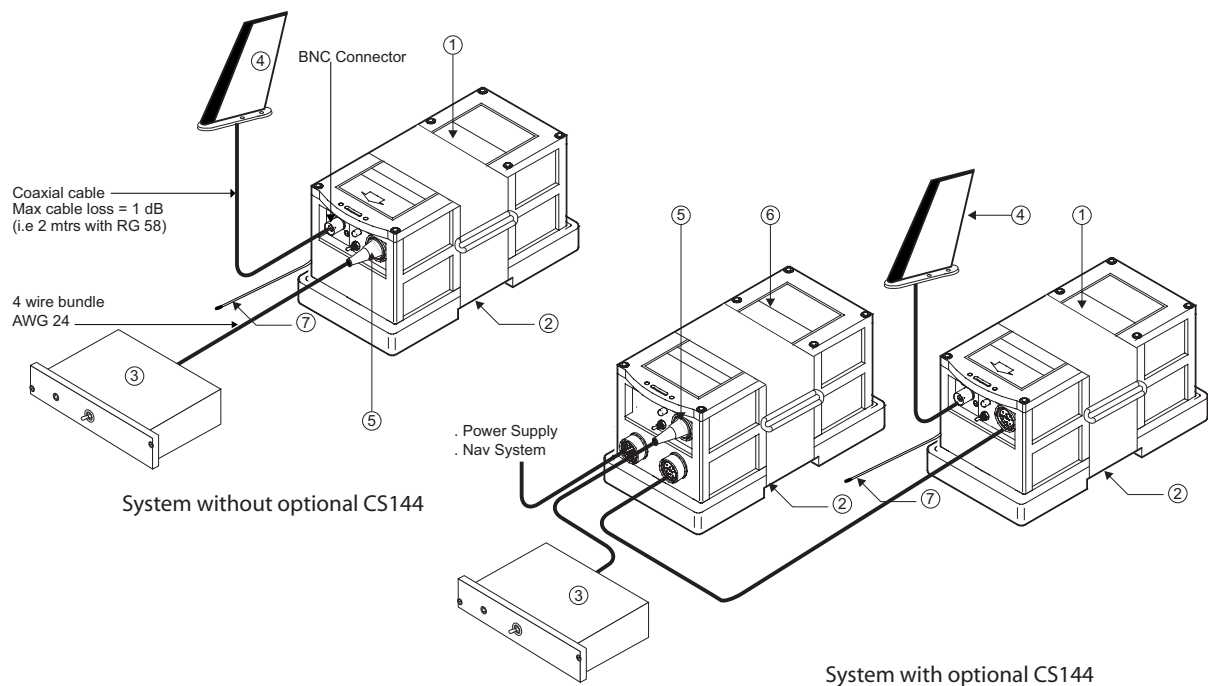


Figure 2: ELT system description

(1) Note: Only transmitter and auxiliary antenna are supplied with this manual

3. LINE REPLACEABLE UNITS

A. Transmitter

The KANNAD 406 AP-H is an ELT designed to be installed on board helicopters to transmit a distress signal on 3 frequencies:

- 406 MHz (COSPAS-SARSAT frequency) for precise pinpointing and identification of the aircraft in distress.
- 121.5 and 243 MHz used for homing in the final stages of the rescue operations.

It is certified as an Automatic Portable (AP) ELT and works with a three frequency outside antenna when installed on board the aircraft or with a small whip antenna (auxiliary antenna) when used as a survival ELT.

B. Bracket

The bracket installed near the tail is designed to fix the ELT with a Velcro® strap. This enables quick removal of the ELT for maintenance or exchange.

C. Remote Control Panel

A remote control panel can be supplied for installation in the cockpit in order to enable the pilot to monitor and control the ELT status.

The following controls are to be found on the panel:

- 3-position switch (ON, ARMED, RESET&TEST);
- red or amber visual indicator;
- beeper (on certain versions).

The remote control panel is connected to the ELT via a 4 or 5-wire cable equipped with a "Programming Dongle" or a DIN 12 connector on the ELT side and the connector corresponding to the Remote Control Panel version on the other side.

D. Outside antenna

The outside antenna, also installed near the tail, can be either rod or blade type according to aircraft speed.

Connection to the ELT will be carried out with a 50 Ohm coaxial cable (RG58 for example) ended with a BNC connector.

4. Design features

The KANNAD 406 AP-H is made of moulded plastic with excellent mechanical resistance (ASA/PC, light yellow colour).

The housing is designed with no sharp edges. It can be easily taken in one hand.

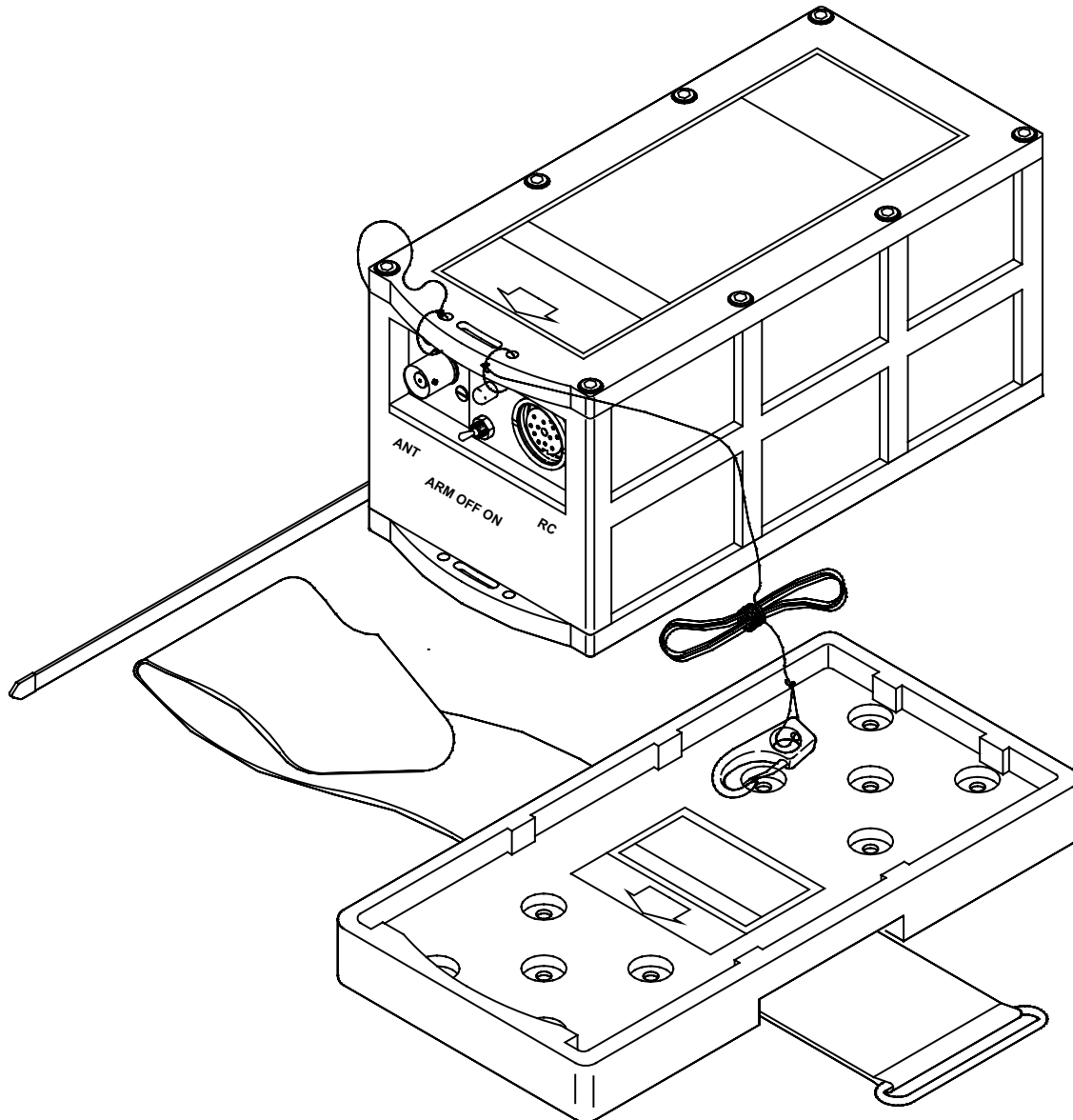


Figure 3: KANNAD 406 AP-H with mounting bracket

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SYSTEM FUNCTIONAL DESCRIPTION AND OPERATION**1. Transmitter**

The KANNAD 406 AP-H can be activated either automatically when the crash occurs (thanks to a shock sensor) or manually (thanks to a switch on the transmitter itself or on a Remote Control Panel).

The KANNAD 406 AP-H is designed to transmit on three frequencies (121.5, 243 and 406 MHz). The two basic emergency frequencies (121.5 and 243 MHz) are mainly used for homing in the final stages of the rescue operations. The 406 MHz frequency is used by the COSPAS-SARSAT satellites for precise pinpointing and identification of the aircraft in distress.

Once activated, the transmitter operates continuously on 121.5 and 243.0 MHz with an output power of 100 mW on each frequency. The modulation is an audio frequency sweeping downwards from 1420 Hz to 490 Hz with a repetition rate of 3 Hz. The AM modulation factor is between 85 and 100%.

During the first 24 hours of operation, a digital message is transmitted on 406.025 MHz every 50 seconds. The output power on 406 MHz is 5 W.

The KANNAD 406 AP-H can transmit two types of messages on 406 MHz:

- 112 bits for a short message (identification only);
- 144 bits for a long message (identification + aircraft position).

The long messages are generated by a separate interface module (called CS144) connected to the ELT and either NAV equipment of the aircraft by RS232, RS422 or RS485 link.

Bi-phase modulation at 400 bps enables to transmit all the relevant identification information to the COSPAS-SARSAT satellites in 440 ms (short message) or 520 ms (long message).

2. Controls

The following controls are to be found on the ELT front panel (from left to right):

1. 3-position switch ARM/OFF/ON;
2. Red visual indicator;
3. DIN 12 connector for connection to Remote Control Panel, CS144 interface module, dongle or programming equipment;
4. BNC connector for the antenna.

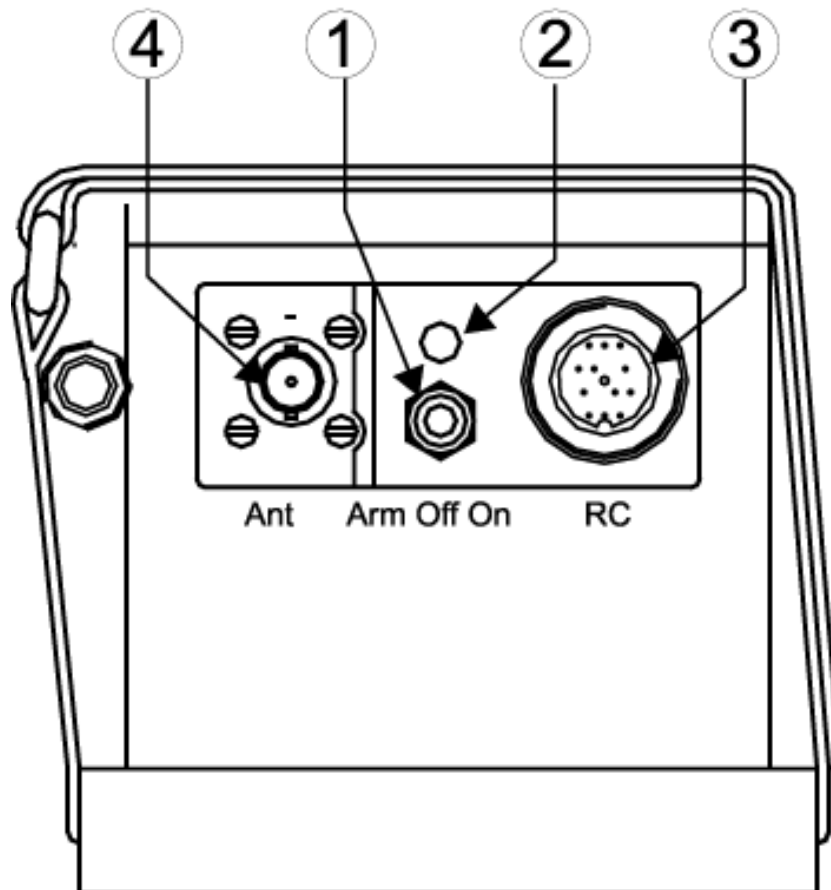


Figure 101: Front Panel

The red visual indicator gives an indication on the working mode of the beacon:

- after the self test: a series of short flashes indicate the self test failed, one long flash indicates a correct self test;
- in operating mode: periodic flashes during 121.5 / 243 transmission;
- long flash during 406 transmission.

A buzzer gives audio information on the beacon working:

- continuous tone during self test;
- 2 beeps per second during 121.5 / 243 transmission;
- silence during 406 transmission.

3. Working mode information

The KANNAD 406 AP-H has 4 different modes:

- Off.
- Self-test (temporary mode).
- Armed (standby mode to enable automatic activation by the shock sensor or by the remote control panel).
- On (transmission).

Transmission is effective if the beacon is activated (either manually on the ELT control panel, remotely by the "ON" switch on the remote control panel or automatically by the shock sensor).

A. Off

The ELT is off when the switch is in position "OFF".

No part of the ELT is energized.

This mode must **only** be selected when the ELT is removed from the aircraft.

B. Self-Test

The self-test mode is a temporary mode (max duration 5 sec) in which the ELT checks the main characteristics of the transmitter (Battery voltage, Programming) and enables digital communication with a programming and test equipment.

This mode is selected:

- when switching from "OFF" to "ARM";
- when switching to "RESET / TEST" on the Remote Control Panel (provided that the switch of the ELT is in the "ARM" position);
- when switching to "ON" prior to transmission.

The buzzer operates during the self-test procedure.

After about 3 seconds, the test result is displayed on the visual indicator as follows:

- One long flash indicates valid test.
- A series of short flashes indicates false test result.

The number of flashes indicates the type of failure:

- 3 + 1 = LOW BATTERY VOLTAGE.
- 3 + 2 = LOW TRANSMISSION POWER.
- 3 + 3 = FAULTY VCO LOCKING (FAULTY FREQUENCY).
- 3 + 4 = NO IDENTIFICATION PROGRAMMED.

It is recommended to test the ELT regularly in order to detect any possible failure ([Refer to A. Periodicity, page 301](#))

The number of self-tests carried out is recorded. This information is available

when the ELT is connected to a programming and test equipment (PR600).

C. Armed

In order to enable activation by the G-Switch or with the Remote Control Panel, the ELT must be in standby mode with the switch in the "ARM" position

This mode is mandatory during flight. The ELT should remain in the "ARM" position all the time except when the aircraft is parked for a long period or for maintenance.

The Remote Control Panel is energized by the ELT when switched to "ARM".

D. On

This mode is selected:

- manually by switching to position "ON";
- by switching the Remote Control Panel switch to position "ON" (provided that the ELT switch is in the "ARM" position);
- when a crash occurs (provided that the ELT switch is in the "ARM" position).

When this mode is selected, the ELT starts transmission:

- on 121.5 MHz & 243 MHz immediately (continuous transmission);
- on 406 MHz after 50 seconds (406 burst every 50 sec during 24 hours).

The red visual indicator on the ELT (and on the remote control panel if installed) flashes and the buzzer operates.

In case of accidental activation, the ELT can be reset either by switching it to "OFF" or by switching to "RESET" on the Remote Control Panel.

The number of 406 MHz bursts effectively transmitted is recorded. This information is available when the ELT is connected to a programming and test equipment (PR600).

4. Autonomy

The energy is provided by a battery pack composed of 3 LiMnO₂ D cells (See pages 108 & 602 for Kit battery reference).

Lithium cells, lithium batteries and equipment containing such batteries are subjected to regulations and classified under class 9 as from 1st of January 2003.

The autonomy of the 121.5/243 transmission is close to 100 hours at -20°C with new batteries.

In the worse conditions possible, a distress is pinpointed 5.5 hours maximum after the ELT activation and the position is subsequently updated (if necessary) every 2 hours.

As it is therefore preferable to keep the battery power for 121.5/243 MHz homing frequency transmission for the rescue operations, the 406 MHz transmission is deliberately stopped after 24 hours to extend the 121.5/243 transmission for as long as possible.

The transmitter battery expiry date is fixed at 6 years after manufacturing. If no activation of the ELT occurs during the battery lifetime, it shall be replaced every 6 years^(see note below).

NOTE: The useful life time of batteries is twelve (12) years. To be in compliance with FAR regulations, they have to be replaced every (6) years when 50 percent of their useful life has expired.

5. Technical characteristics

A. Mechanical characteristics

The housing is to be installed on a Mounting Bracket (P/N S1820511-01).

(1) Material

- Material: Plastic ASA-PC LURAN SKR2867 CWU.
- Treatment: Light yellow colour (RAL 1028), Fire classification M0.

(2) Overall Dimensions

[Refer to 1. Outline Dimensions, page 501](#)

- Transmitter outline dimensions: 172 x 82 x 82 mm.
- Outline dimensions with auxiliary antenna and mounting bracket: 290 x 115 x 95 mm.

(3) Weight

- Typical 1235 g / max 1300 g (including battery and auxiliary antenna).

B. Electrical characteristics

Transmitter power supply: 3 x LiMnO₂ D type cells.

C. Electrical interface

When installed on board, the ELT has to be connected:

- to a Remote Control Panel via a DIN12 connector;
- to an outside antenna via a BNC connector.

The DIN12 connector is also used to connect a programming dongle, a CS144 interface or a programming and test equipment.

(1) J1

This connector is dedicated for connection to the Remote Control Panel, to the Programming or Maintenance Dongles, to a CS144 interface and/or to the programming equipment (PR600).

IMPORTANT: Shielded cables are recommended. The required wires are AWG24.

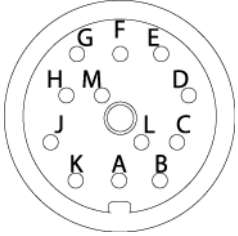
J1	PIN	Signal Name	Destination	Direction
<p>Viewed from Front Face</p> 	J1-A	RCP TEST/RESET	RCP	IN
	J1-B	DONGLE RX	SMM / PGM	IN
	J1-C	DONGLE CS	SMM	OUT
	J1-D	DONGLE SK	SMM	OUT
	J1-E	DONGLE TX	SMM / PGM	OUT
	J1-F	DONGLE ALE2P	SMM	OUT
	J1-G	RCP COMMON	RCP	OUT
	J1-H	RCP BUZZER	RCP(*)	OUT
	J1-J	RCP LED	RCP	OUT
	J1-K	RCP ON	RCP	IN
	J1-L	DONGLE GND	SMM / PGM	OUT
	J1-M	N/C		

Table 1: J1 connector pin-out

(*)This wire is not used with some versions of Remote Control Panels. For precise information, refer to Remote Control Panel technical description.

(2) J2

Connector J2 is used to connect the outside antenna through a 50 Ω coaxial cable for use as fixed ELT or the auxiliary antenna for use as survival ELT.

IMPORTANT: The length of the coaxial cable should not exceed 2 meters (6 ft) for a standard RG58 or equivalent coaxial cable. If the cable length exceeds 2 meters, a low loss cable of attenuation less than 1 dB must be used.

6. Technical Specifications

TYPE

- Three-frequency ELT (121.5 / 243.0 / 406.025 MHz)
- Automatic fixed
- COSPAS-SARSAT Class II (-20°C to +55°C).

406 MHz TRANSMISSION

- Frequency: 406.025 MHz \pm 2 kHz
- Output power: 5W (37 dBm \pm 2 dB)
- Modulation type: 16K0G1D (Biphase L encoding)
- Transmission duration: 440ms (short message) every 50 sec. compatible with long message transmission (520ms)
- Autonomy: Over 24 hours at -20°C

121,5/243 MHz TRANSMISSION

- Frequencies: 121.5 MHz \pm 6 kHz
243.0 MHz \pm 12 kHz
- Output power: 100 to 400 mW (20dBm to 26 dBm) for each frequency
- Modulation type: 3K20A3X
- Modulation rate: between 85 and 100%
- Frequency of modulation signal: 1420 Hz to 490 Hz with decreasing sweep
- Autonomy: Over 48 hours at -20°C

CONTROLS

- ARM / OFF / ON switch
- Bright red visual indicator
- BNC antenna connector
- DIN12 connector for remote control panel (RCP) and pin programming option.
- Buzzer

G-SWITCH SENSOR

Mechanical G-switch sensor at 45° compliant with EUROCAE ED62 specifications.

BATTERY

KIT BAT300, P/N : S1820516-99

3 x LiMnO₂ D type cells for transmitter power supply

Replacement every 6 years

HOUSING

Material: Molded plastic

Color: Yellow (color compounded)

Transmitter dimensions:

172 mm x 82 mm x 82 mm

Overall dimensions:

max 290 mm x 115 mm x 95 mm

Weight: typical 1235 g / max 1300 g (including battery)

Tightness: O-rings

ENVIRONMENTAL CONDITIONS

RTCA DO-160D / EUROCAE Ch1 to 25
[D1]XBA[ED62][SYLMC]AWXXXXZXXX
ZWL[(A1)(A2)(A3)XX]XXA)

QUALIFICATIONS

JTSO-2C91a & JTSO-2C126 (EUROCAE ED62)

TSO-C91a & TSO-C126 (RTCA DO183 & DO204)

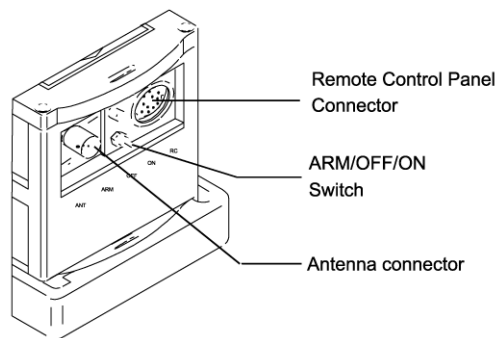
COSPAS-SARSAT TAC N° 105

7. Activation

A. Standby mode for automatic activation

In order to be automatically activated by the crash sensor, the ELT must be in standby mode. This mode is mandatory during the flight. We recommend to switch the ELT off only when the aircraft is parked for a long period or for a maintenance operation.

- Check that the antenna is correctly connected.
- Switch to " ARM".



To operate the ELT with the Remote Control Panel, ensure that:

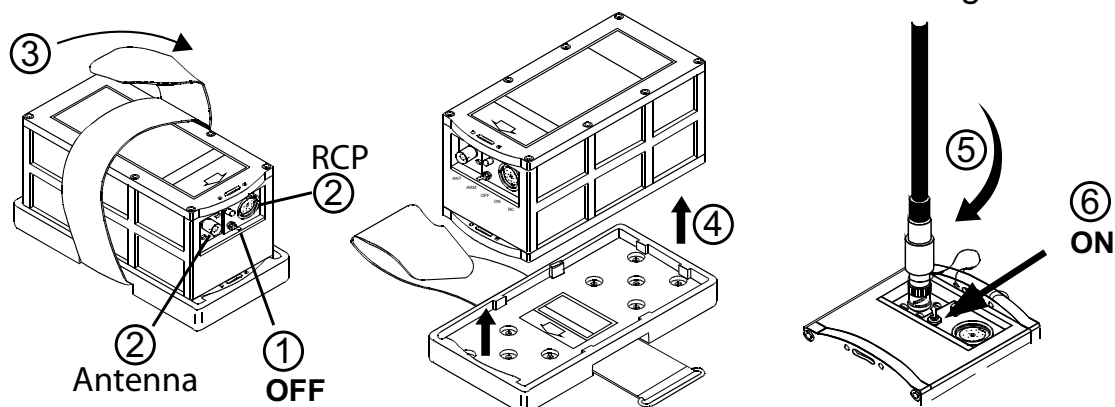
- The ELT switch is in the "ARM" position.

B. Manual activation as fixed ELT

- Check that the outside antenna is correctly connected.
- Switch to " ON " (either on the ELT or on the Remote Control Panel):
 - The ELT starts with the self-test sequence.
 - 121.5 / 243 MHz transmission starts immediately after the self-test.
 - 406 MHz starts after 50 seconds (406 burst every 50 sec during 24 hours).
 - During transmission, buzzer operates and visual indicator flashes.

C. Manual activation as survival ELT

The KANNAD 406 AP-H can be used outside the aircraft in survival version. A tether is used to fix the transmitter to a liferaft in case of ditching.



1. Switch to "OFF".
2. Disconnect the outside antenna (ANT) and the Remote Control Panel (RC).
3. Unfasten the Velcro® strap.
4. Remove the transmitter and the auxiliary antenna from the bracket.
5. Connect the auxiliary antenna (ANT).
6. Switch to "ON":
 - **Important: Put the antenna in a vertical position.**
 - The ELT starts with the self-test sequence.
 - 121.5 / 243 MHz transmission starts immediately after the self-test.
 - 406 MHz transmission starts after 50 seconds.
 - During transmission, buzzer operates and visual indicator flashes periodically.

8. Reset

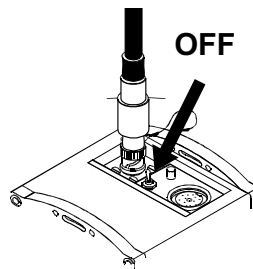
It is possible to stop the ELT in case of unintentional activation.

Regulations state that no transmission must be interrupted unless every means are used to contact and inform the Air Traffic Controller of this action.

Important notice: As 406 MHz transmission is effective 50 seconds after the ELT activation, if it is reset within this delay, no further radio contact will be necessary.

A. Manual reset

- Switch to " OFF ".



B. Reset with Remote Control Panel

- The switch has to be in the "ARM" position on the ELT.
- Switch to " RESET & TEST" on the remote control panel.

9. Self-Test

[Refer to 1. Self-test, page 301](#)

INSTALLATION / REMOVAL

Only PART / FAR 145 certified service stations can install the KANNAD 406 AP-H ELT.

1. Registration and Programming

The ELT must be registered prior to installation on board.

The registration card available from the local registration authority must be completed and returned to this authority.

The "Programming Datasheet" (DIM0300) must be completed and returned to your distributor.

Any change of ownership shall also be declared and registered with the local registration authority and with the distributor.

The KANNAD 406 AP-H is fully compatible with the four programming protocols defined by the COSPAS-SARSAT C/S G005 document:

- Serialised Number.
- Aircraft 24 bit Address (the same as MODE S ATC or TCAS).
- Aircraft Operator Designator + serialised number up to 4096.
- Aircraft Nationality and Registration marking (Tail Number). This identification consists of up to 7 alphanumeric characters.

Programming of the ELT can be carried out either:

- by KANNAD or the distributor (order must include programming details).
- in the shop with a programming and test equipment (PC interface and DOS or Windows® software).
- on board the aircraft with a programming equipment or programming dongle.

This operation takes less than 2 minutes and does not need any hardware operation. The identification is simply downloaded in the ELT when connected to the KANNAD programming equipment via the DIN 12 connector.

A. Pin programming option

The KANNAD 406 AP-H offers pin-programming capabilities to facilitate maintenance operations especially in case of removals and/or replacement.

A special DIN 12 connector with a Serial Memory Module (called "Programming Dongle") is connected to the ELT when installed on board. This Programming Dongle contains the identification information of the aircraft and remains on

board the aircraft. When an unprogrammed ELT is installed and connected to this Programming Dongle and the "ELT" is switched to "ARM", it automatically updates its own memory with the identification data contained in the Programming Dongle memory.

When the ELT is removed from the aircraft, it keeps its identification data.

For maintenance purposes, it is possible to delete the identification information of the ELT by connecting a "Maintenance Dongle" to the ELT. Any accidental transmission with this "maintenance dongle" will not involve SAR operation as the identification code transmitted is recognised by COSPAS-SARSAT as "not on board".

When a maintenance dongle is connected:

- Country code is **227** (France).
- Protocol is **Test**.
- Identification number is **SI + 5 digits** (the last 5 digits of CSN number).

If the pin programming option is selected by the operator, the following equipment are required:

- a "Programming Dongle" on each aircraft;
- a "Maintenance Dongle" on each ELT spare.



Figure 201: Maintenance Dongle

2. ELT Installation

A. ELT and bracket installation recommendations

The ELT should not be installed at less than 60 cm (2 ft) of a compass or flux gate.

Use cable of loss ≤ 1 dB.

The ELT front panel should be easily accessible to connect the outside antenna and the remote control panel device and to check the ELT good operation (controls and lights).

(1) FAA Recommendations

Installation must be made by qualified personnel in accordance with FAA regulations. Duplicating a previous installation may not be acceptable. Refer to:

FAA - Advisory Circular 43.13-2A (Acceptable Methods, Techniques, and Practices - Aircraft Alterations), specifically, Chapters 1, 2, 11 and 13.

(2) TSO C126 Paragraph D Requirements

"The conditions and tests required for TSO approval of this ELT are minimum performance standards. It is the responsibility of those desiring to install this ELT on a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. The article may be installed only if further evaluation by the applicant documents an acceptable installation and it is approved by the Administrator".

(3) RTCA DO-182 Recommendations

"All ELT system components which must survive to a crash intact,...should be attached to the airframe in such a manner that the attachment system can support a 100g load... in the plus and minus directions of the three principal axes of the aircraft."

(4) RTCA DO-204 Requirements

"The ELT shall be mounted to primary aircraft load-carrying structures such as trusses, bulkheads, longerons, spars, or floor beams (not aircraft skin). The mounts shall have a maximum static local deflection no greater than 2.5 mm (0.1 inch) when a force of 450 Newton (100 lbf) is applied to the mount in the most flexible direction. Deflection measurements shall be made with reference to another part of the airframe not less than 0.3 meters (1 foot) nor more than 1.0 meter (3 feet) from the mounting location."

B. Bracket installation

- Determine the location of the ELT on board according to FAR/RTCA recommendations.
- The G-Switch axis shall be directed to sense the primary crash pulse along the longitudinal axis of the aircraft. Reference to the G-Switch is given by the arrow "Sens du Déplacement / Flight direction".

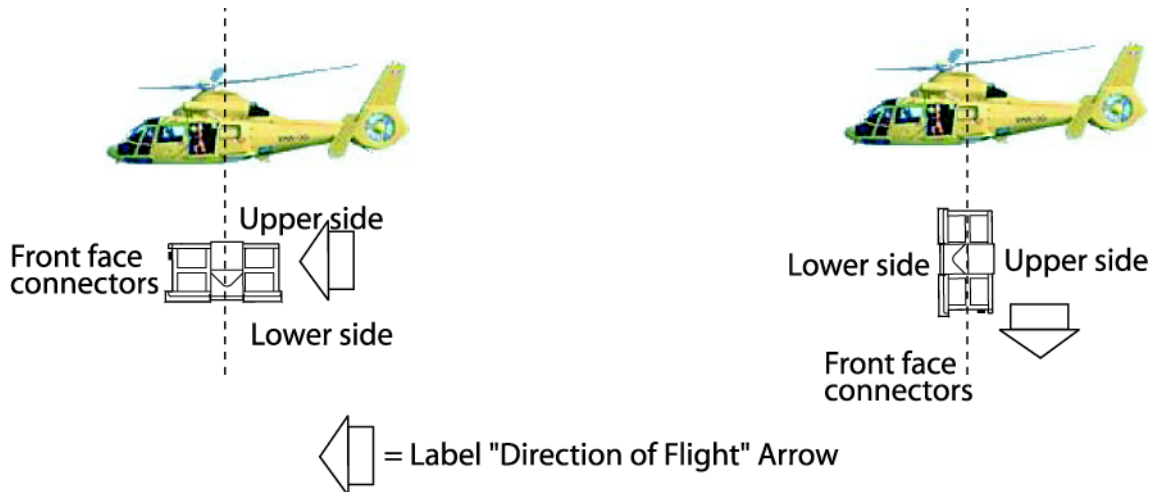


Figure 202: KANNAD 406 AP-H, installation

IMPORTANT: The KANNAD 406 AP-H is designed to be installed on board helicopters only.

The "Direction of Flight " arrow shall point towards the front or the bottom of the helicopter (and not pointing 45° downwards):

- If the KANNAD 406 AP-H is installed with the "Direction of Flight " arrow pointing towards the front of the helicopter, the ELT shall be mounted with the upper side pointing towards the top of the helicopter.
- If the KANNAD 406 AP-H is installed with the "Direction of Flight " arrow pointing towards the bottom of the helicopter, the ELT shall be installed with the lower side pointing towards the front of the helicopter.

Drill 4 holes Ø 6 mm in the aircraft structure according to "Drilling mask". Holes 4,5,6,7 shall be preferred.

If the aircraft structure is not solid enough to withstand a 500 kg traction on the bracket, a reinforcement plate (not supplied) should be installed as shown [Figure 203: Bracket installation](#).

Fix the bracket with the 4 screws, 8 washers and 4 nylstop nuts supplied.

IMPORTANT: tighten to a torque between 4 and 5 Newton x meter.

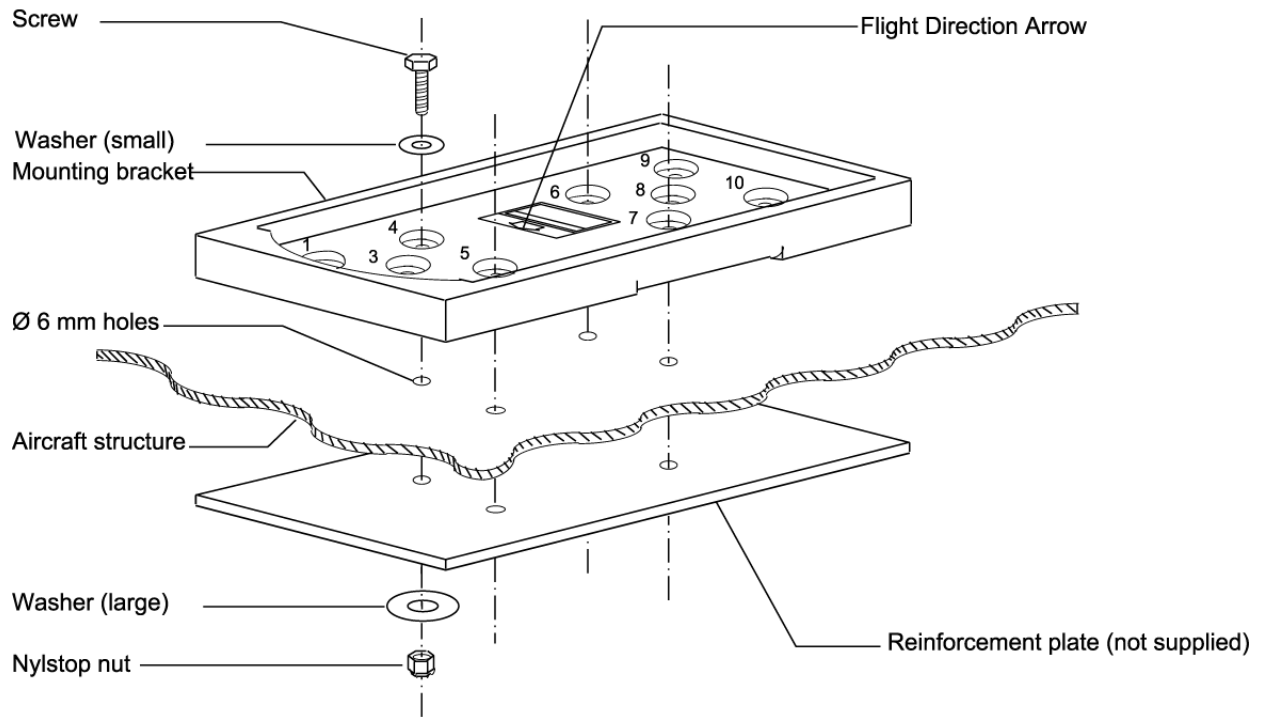


Figure 203: Bracket installation

C. Transmitter and auxiliary antenna installation

- Verify that the ELT identification label matches the aircraft tail number.
- Mount the transmitter on the bracket.
- Slide the self-stripping strap through the buckle and fasten it tightly.

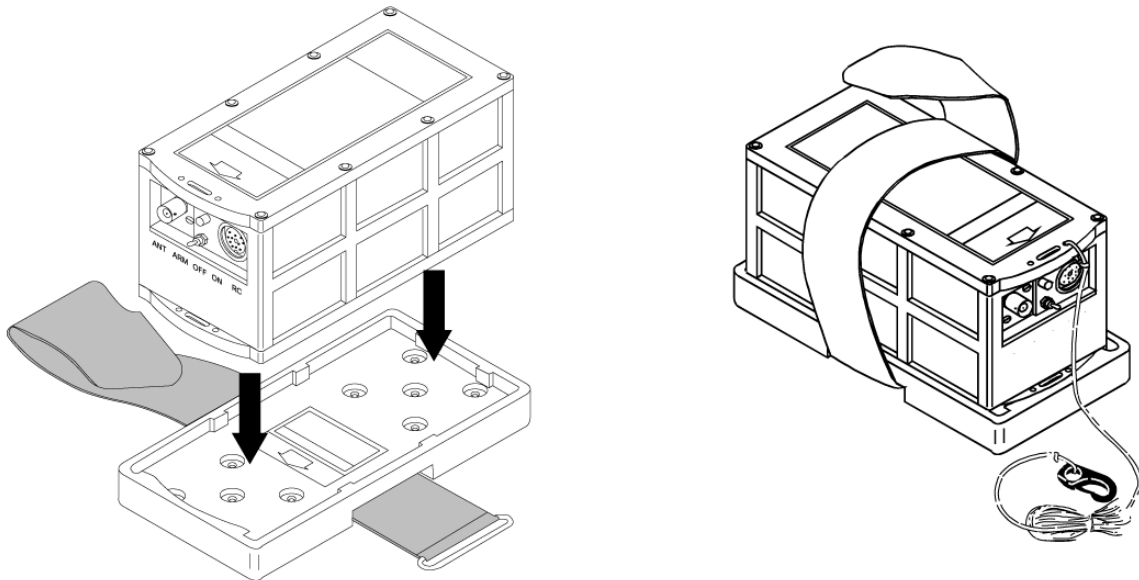
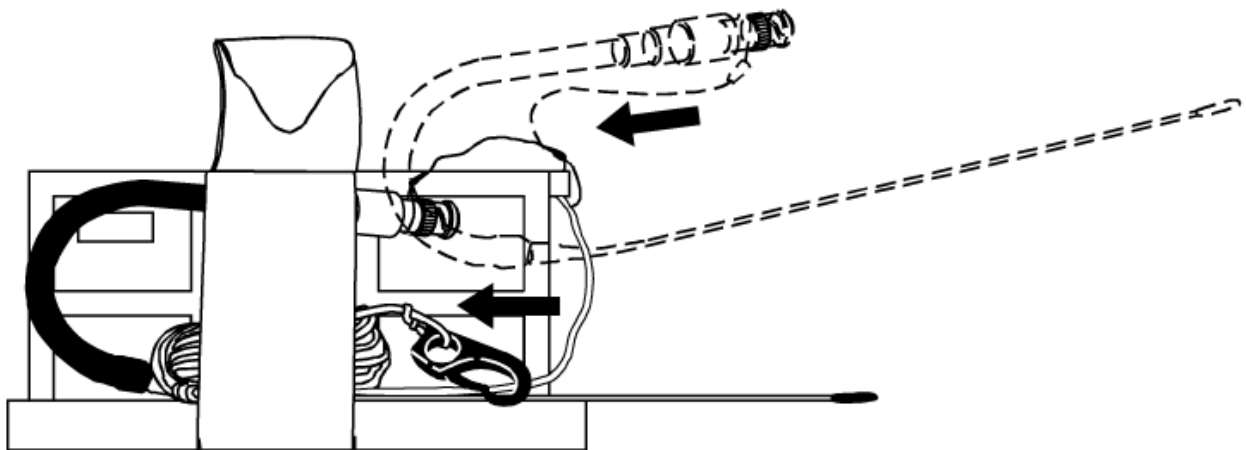


Figure 204: Installing the transmitter on the bracket

- Fold the antenna and slide it under the Velcro® strap.



D. Antenna installation

(1) Antenna installation recommendations

FAA Recommendations

Installation must be made by qualified personnel in accordance with FAA regulations. Duplicating a previous installation may not be acceptable. Refer to: **FAA - Advisory Circular 43.13-2A (Acceptable Methods, Techniques, and Practices - Aircraft Alterations), specifically, Chapters 1, 3, 11 and 13.**

RTCA DO-204 Requirements

"The antenna shall be mounted to provide either right-hand circular or vertical polarization when the aircraft is in the normal flight attitude."

"The antenna shall be installed as close to the unit as possible. The proximity of the ELT antenna to any vertically-polarized communications antenna shall be such as to minimize radio frequency interference and radiation pattern distortion of either antenna."

"The antenna mounting surface shall be able to withstand a static load equal to 100 times the antenna's weight applied at the antenna mounting base along the longitudinal axis of the aircraft"

(2) Antenna mounting location

The antenna must be mounted on the top of the aircraft to assure maximum visibility of satellites. The upper aft portion of the fuselage should be preferred. It should be mounted away from projections such as a propeller, tail surfaces, or the shadow of large antennas.

Locate a position on the fuselage where:

- the antenna can be installed vertically with at least 0.75 meter (29.52 inches) clearance from other antennas (specially VHF) mounted on the aircraft,
- when installed, the coaxial cable of the antenna will not cross any major structural sections in the aircraft so that, in the event of a crash, the ELT and the antenna are in the same section (placing the antenna directly above the ELT unit being the best solution).

If the ELT transmitter and outside antenna are on opposite sides of an airframe production break, the components should be secured to each other by a tether that can support a 100 G load (ELT weight x 100). The interconnecting antenna-to-ELT cable should have sufficient slack on both ends that it will not be subjected to any tensile load and should be tied loosely to the tether.

(3) *Antenna installation procedure*

Ensure that the antenna mounting location meets the requirements as described § (2) [Antenna mounting location page 207](#).

A double plate will most likely be necessary for the antenna to meet rigidity specifications in § (2) [Antenna mounting location page 207](#).

A 9 Kilogram force (20 pound force) applied in all direction should not cause an appreciable distortion in the aircraft skin.

On fabric-covered aircraft or aircraft with other types on nonmetallic skins, a ground plane must be added. This can be accomplished by providing a number of metal foil strips in a radial position from the antenna base and secured under the fabric or wood skin of the aircraft. The length of each foil radial should be at least equal to the antenna length.

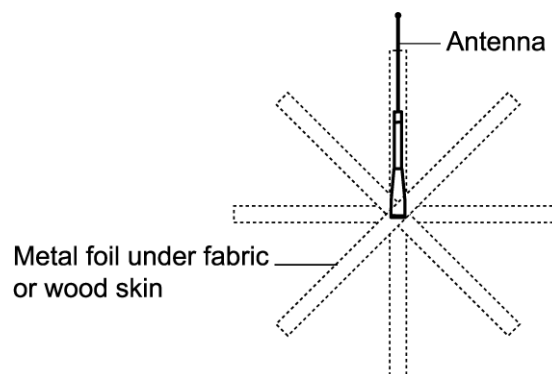


Figure 205: Antenna ground plane for non metallic aircraft

Use the outline drawings and drilling masks supplied by your antenna manufacturer to determine the hole pattern and drill size.

Fabricate a 50 Ohms coaxial cable long enough to reach between the ELT installation location and the antenna location.

IMPORTANT: The length of the coaxial cable should not exceed 2 meters (6 ft) for a standard RG58 or equivalent coaxial cable. If the cable length exceeds 2 meters, a low loss cable of attenuation less than 1 dB must be used.

Fit one end of coaxial cable with a waterproof connector matching with the antenna connector, the other end (ELT side) with a waterproof Male BNC connector (not supplied), reference RADIALL R141007.

Connect the cable to the antenna socket.

E. RCP Installation (if any)

The Remote Control Panel shall be readily accessible from the pilot's normal seated position.

Refer to the manual provided with your RCP and to § 3. [Wiring page 503](#).

F. ELT connection

- Connect the outside antenna to J2 BNC connector ([Refer to Figure 206: Installation, controls and connectors](#)) as shown [Figure 2: ELT system description page 3](#).
- Connect the Remote Control Panel (or CS144) to J1 DIN12 connector ([Refer to Figure 206: Installation, controls and connectors](#)) as shown [Figure 2: ELT system description page 3](#).
- Set the 3-position switch ([Refer to Figure 206: Installation, controls and connectors](#)) to ARM.

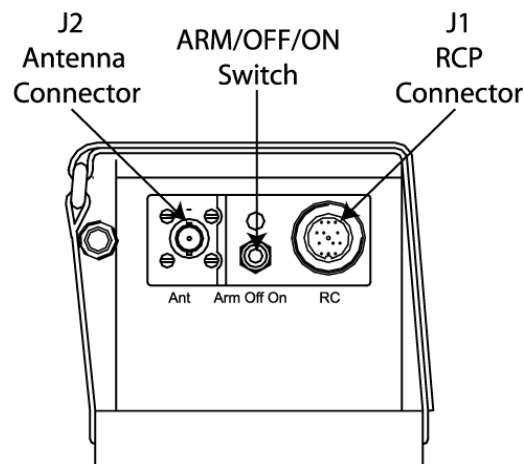


Figure 206: Installation, controls and connectors

- Perform the first power up procedure ([Refer to 3. First power up, page 209](#)).

3. First power up

Perform the following tests:

1. ELT operational tests:
 - connect RCP to J1 and outside antenna to J2;
 - switch the ELT from OFF to ARM;
 - check that the Self-Test result is OK (one long flash).
2. RCP operational tests:
[Refer to 3. RCP operational tests, page 303](#).
3. 406 & 121.5 MHz transmission tests (optional):
[Refer to 4. 406 and 121.5 MHz transmission test, page 304](#).

At the end of the first power up procedure, switch the ELT to ARM.

The ELT is now in stand by mode and ready to be activated either automatically by G-Switch sensor if a crash occurs or manually by RCP (if any).

Note : switching to ON directly on the ELT front panel will also activate the ELT.

4. Removal

- Switch the ELT to OFF ([Refer to Figure 206: Installation, controls and connectors](#)).
- Disconnect the Remote Control Panel (or CS144) from the DIN12 connector ([Refer to Figure 206: Installation, controls and connectors](#)).
- Disconnect the outside antenna from the BNC connector ([Refer to Figure 206: Installation, controls and connectors](#)).
- Unfasten the self-stripping strap.
- Remove the auxiliary antenna.
- Remove the transmitter from the bracket.

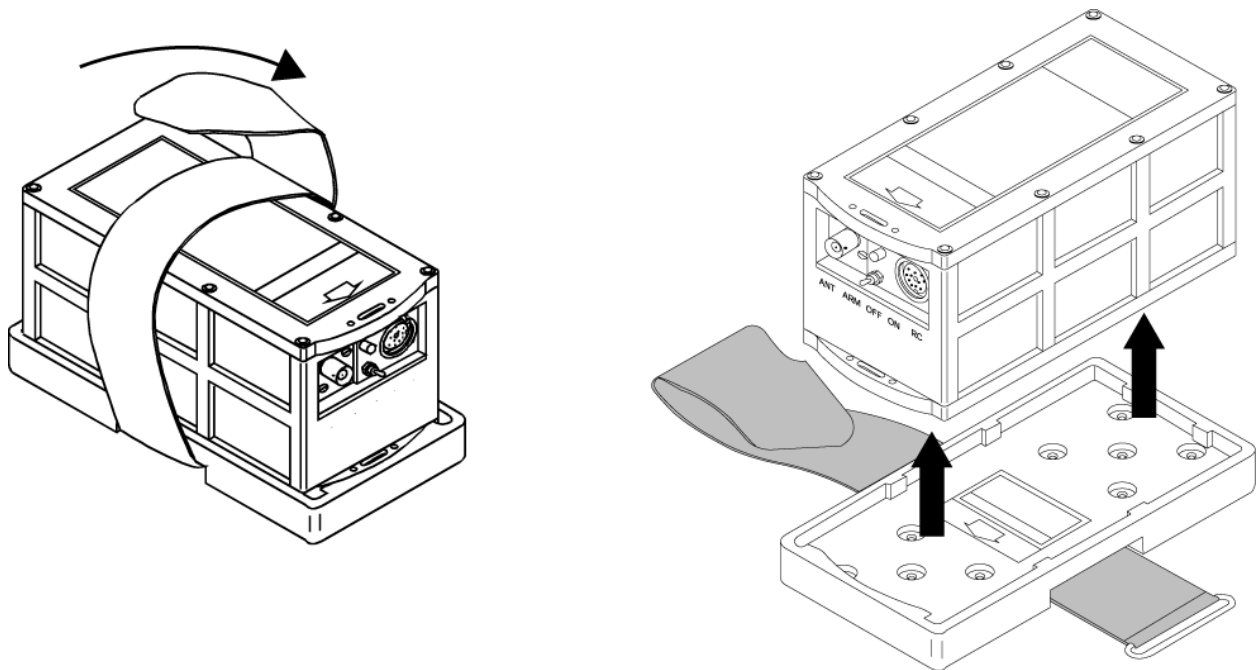


Figure 207: Removing the transmitter

CHECK

1. Self-test

A. Periodicity

It is recommended by the manufacturer to test the ELT to detect any possible failure.

It is recommended to perform a self-test once a month by pilot or maintenance personnel from the cockpit (Remote Control Panel) but it **should not be done more than once a week**.

However, each self-test consumes energy from the battery. Should self-tests be carried out more often than the maximum allowed, the battery life-time might be shorter than specified.

Do not perform Self-test without the antenna connected.

B. Self-test procedure

- Check that the antenna is correctly connected.
- Switch from position "OFF" to position "ARM" or press "RESET & TEST" on the Remote Control Panel (ensure that the ELT switch is in the "ARM" position).
 - The buzzer operates during the whole Self-test procedure.
 - After a few seconds, the test result is displayed with the visual indicator as follows:
 - One long flash indicates that the system is operational and that no error conditions were found.
 - A series of short flashes^(see Remark below) indicates the test has failed.
- Switch back to "OFF".

***If self-test fails, contact the distributor as soon as possible.
Unless a waiver is granted, flight should be cancelled.***

Remark: The number of flashes gives an indication of the faulty parameter detected during the self-test.

3+1	LOW BATTERY VOLTAGE
3+2	LOW RF POWER
3+3	FAULTY VCO LOCKING (FAULTY FREQUENCY)
3+4	NO IDENTIFICATION PROGRAMMED

2. ELT operational tests

A. Installation without programming dongle

- connect RCP to J1 and outside antenna to J2;
- switch the ELT from OFF to ARM;
- check that the Self-Test result is OK (one long flash).

B. Installation with Programming Dongle

- connect the outside antenna to J2;
- switch the ELT from OFF to ARM;
- check that the Self-Test fails (3+4 flashes);
- if not, connect a maintenance dongle to J1:
 - Switch the ELT from OFF to ARM;
 - Check that the Self-Test fails (3+4 flashes);
 - Remove the maintenance dongle from J1.
- connect the "Programming Dongle" to J1;
- switch the ELT from OFF to ARM:
the buzzer operates during the whole self-test procedure, after a few seconds the LED displays the result.
- check that the Self-Test result is OK (one long flash).

3. RCP operational tests

Check correct operation of RCP LED and external buzzer by switching ELT and RCP as described in the sequential procedure hereunder (with ELT switch in the "ARM" position).

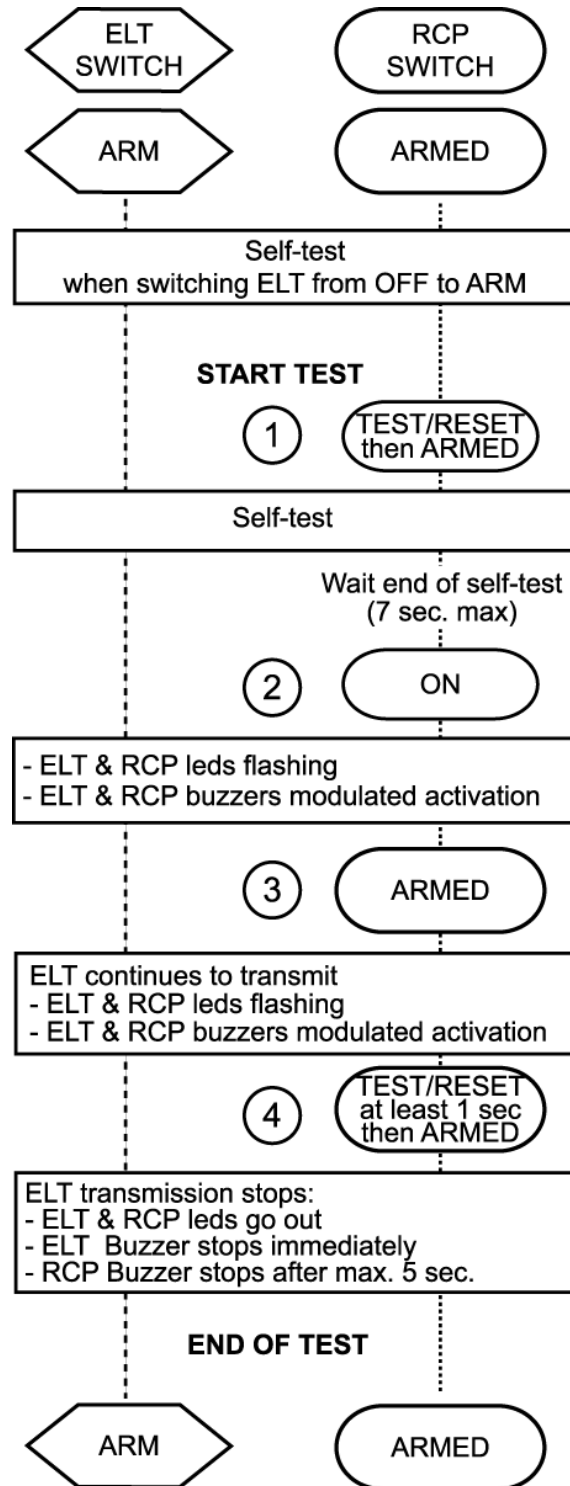


Figure 301: RCP LED and buzzer operation

IMPORTANT: (2) before switching the RCP to ON, wait for the end of the self-test.

4. 406 and 121.5 MHz transmission test

A. ELT-Antenna link

ELT -Antenna link can be checked by testing VSWR.

KANNAD recommends the use of SWR3000 VSWR meter manufactured by PROCOM.

Refer to SWR3000 manufacturer's user manual for a VSWR measurement.

B. 406 MHz

This test must be carried out with a COSPAS-SARSAT decoder.

- Perform self-test (Press RESET and TEST on the RCP or switch ELT from OFF to ARM).
- Check with the COSPAS-SARSAT decoder that, except for the 5th and the 6th digits, the decoded message is identical to the programmed message.

NOTE: The message transmitted during self-test sequence always begins with FF FE D0 whereas a programmed message begins with FF FE 2F.

Example of message programmed in ELT:

FF FE 2F 53 C3 24 97 38 0B A6 0F D0 F5 20

Example of same message decoded by SARTECH ARG5410:

FF FE D0 53 C3 24 97 38 0B A6 0F D0 F5 20

C. 121.5 MHz

IMPORTANT: this test must only be carried out between H and H+5 minutes. Do not exceed 30 seconds of transmission.

This test must be carried out with a VHF receiver.

- Tune VHF receiver to 121.5 MHz;
- Start transmission:
 - either on ELT: ON position;
 - or on the RCP: ON position (the ELT shall be in the ARM position);
- Listen to the 121.5 MHz "sweep tone";
- Stop transmission:
 - either on ELT: OFF or ARM position;
 - or on the Remote Control Panel: press TEST and RESET (the ELT shall be in the ARM position).

TROUBLESHOOTING

1. General

Procedure for fault isolation on board uses the visual indicator of the ELT's front panel. This visual indicator is activated by a self-test capability within the ELT.

2. Faults on Self-test

A. Visual indicator

When the self-test is carried out, the number of flashes gives an indication of the faulty parameter detected during the self-test.

(1) 3+1 flashes

- Low battery voltage:
Check battery, refer to CMM 25-63-01 for repair^(see note 1 below).

(2) 3+2 flashes

- Low RF power:
Check 406 MHz power, refer to CMM 25-63-01 for repair^(see note 1 below).

(3) 3+3 flashes

- Faulty VCO locking (faulty frequency):
Check 406 MHz frequency, refer to CMM 25-63-01 for repair^(see note 1 below).

(4) 3+4 flashes

- No identification programmed
Check programming^(see note 2 below).
- NOTE: (1) Only PART/FAR 145 certified stations accredited by KANNAD can perform these repairs.
(2) Only accredited programming stations can perform programming.

3. Other faults detected

A. Buzzer

(1) Buzzer does not operate

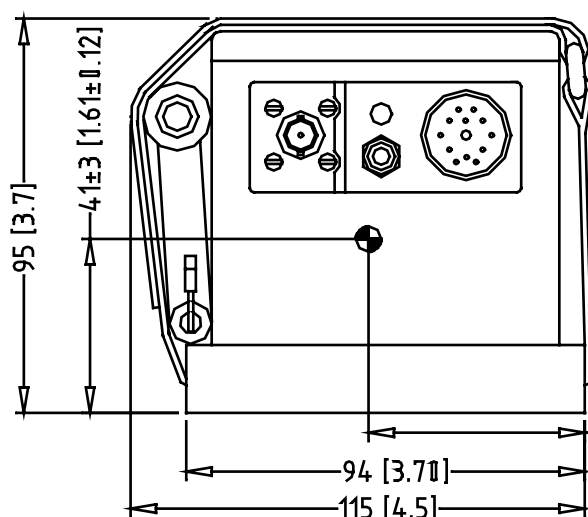
- Refer to CMM 25-63-01 for repair^(see note 1 above).

(2) Buzzer operates permanently when ELT in ARM mode

- Refer to CMM 25-63-01 for repair^(see note 1 above).

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1. Outline Dimensions



ITEMLIST		
IDENT	DESCRIPTION	PART NUMBER
1	ELT MODEL KANNAD 416 AP H	51821 512 14
2	MOUNTING BRACKET	51821 511 11
3	VELCRO STRAP	51821 512 11
4	AUXILIARY ANTENNA	HAF 11118

* PART OF S18 21 511 11

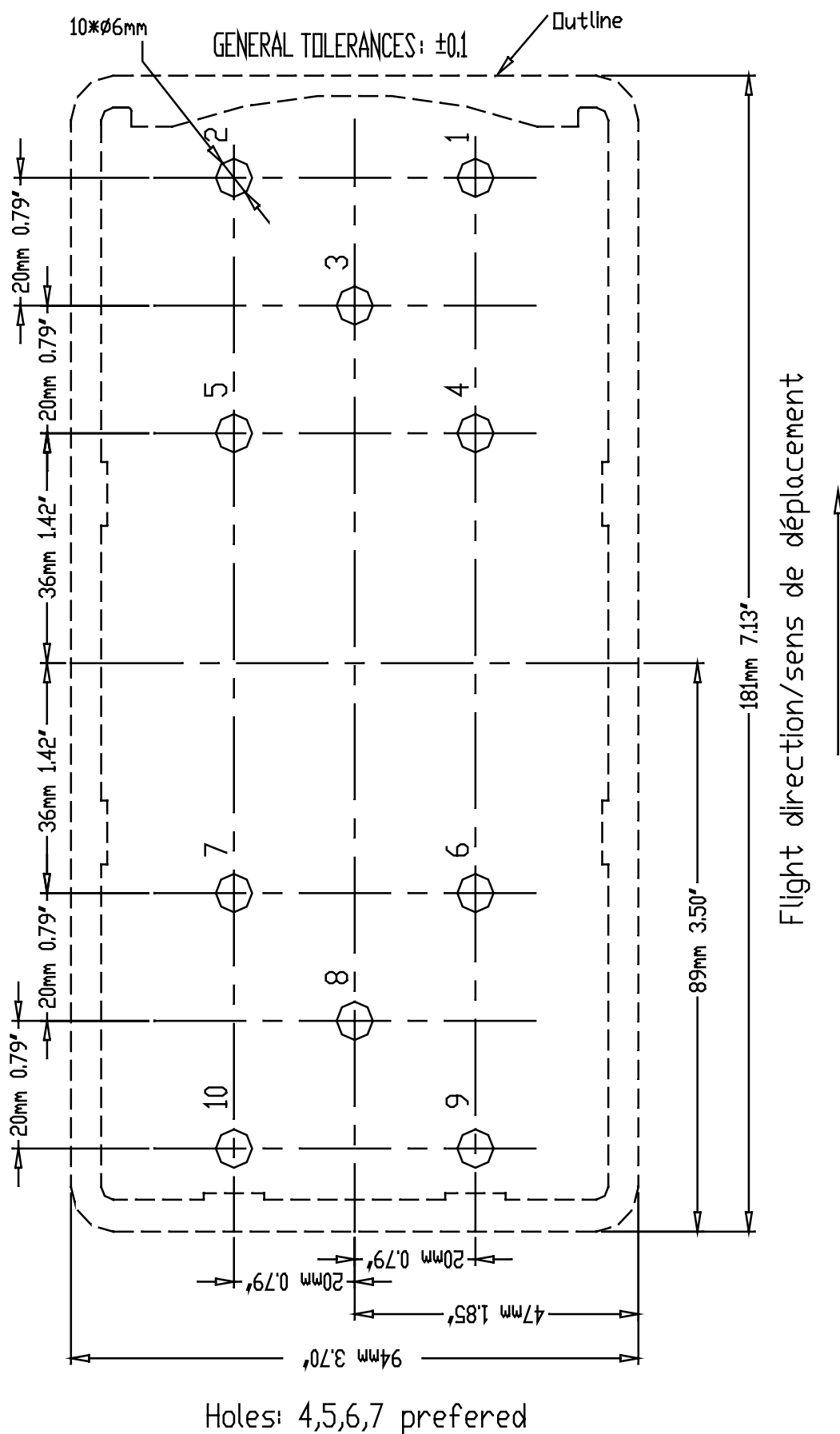
xx PART OF S18 21 512 14

WEIGHT:

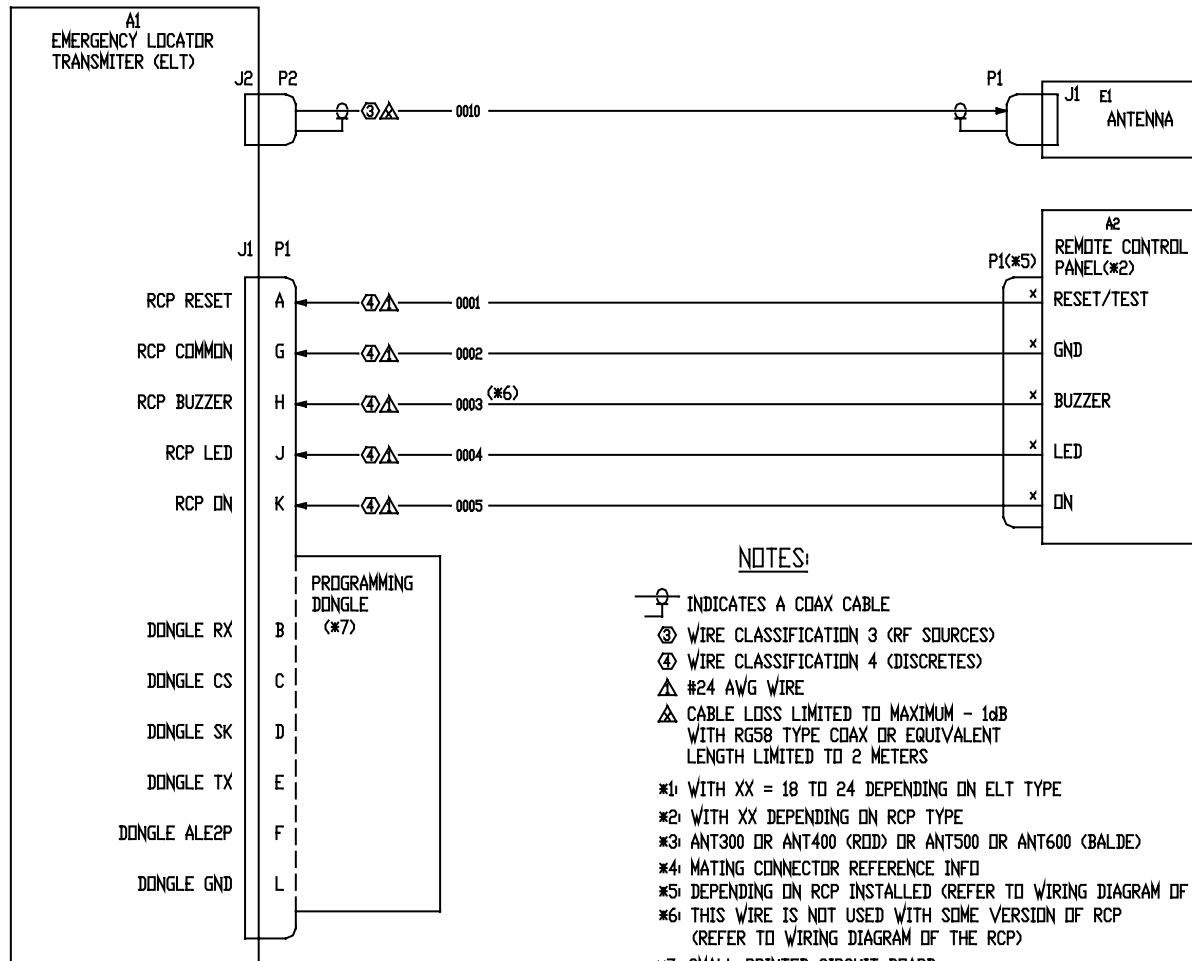
TYPICAL: 1235g MAX.:1311g

 CENTER OF GRAVITY -51 ± 3 [2.11 \pm 0.12]

2. Drilling Mask



3. Wiring



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SERVICING

1. Maintenance Schedule

Periodic inspection and battery replacement can only be carried out by an accredited PART or FAR 145 maintenance station with valid agreement for KANNAD ELT maintenance.

A. Periodic inspection

Note: (if required by the relevant Civil Aviation Authority).

Some Civil Aviation Authorities may require the ELT is tested periodically. In this case, KANNAD recommends to check the following parameters:

- Battery voltage.
- 121.5 MHz / 243.0 MHz / 406.025 MHz transmission power.
- 121.5 MHz / 243.0 MHz / 406.025 MHz frequency.
- VCO lock.
- 121.5 MHz AM decoding (sweep monitoring with VHF receiver).
- Number of 406 MHz transmissions (optional, programming kit required).
- Number of self-tests carried out (optional, programming kit required).
- Programmed data (optional, programming kit required).

NOTE: This functioning check can be carried out without opening the ELT but requires specific equipment (Refer to CMM 25-63-01 page block SPECIAL TOOLS, FIXTURES AND EQUIPMENT).

B. Every 6 years

Testing of the various elements of the ELT is mandatory every 6 years together with the battery replacement.

- Visual control of the housing and accessories
Refer to CMM 25-63-01.
- O-ring, battery and desiccant capsule replacement
Refer to CMM 25-63-01.
- Beacon Tightness
CMM 25-63-01.
- "Testing and Fault Isolation" procedure as described in CMM 25-63-01.

C. Battery replacement

Battery replacement is mandatory:

- after more than 1 hour of real transmission (cumulated duration);
- before or on the battery expiration date.

***Only original battery pack included in battery kit
(KIT BAT 300, P/N S1820516-99)
supplied by KANNAD can be installed.***

***KANNAD refuse all responsibility and invalidate
all warranty should other packs be installed.***

2. Periodic Inspection LogType of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ - - - -

Next planned battery replacement (mandatory) date : __ / __ - - - -

Date : __ / __ / __ - - - -

Service station :

Signature and stamp :

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ - - - -

Next planned battery replacement (mandatory) date : __ / __ - - - -

Date : __ / __ / __ - - - -

Service station :

Signature and stamp :

() note complete P/N of replaced components (if battery pack has been changed, also note Batch Number, Tester Name and Date of Manufacture).*

3. Periodic Inspection LogType of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ - - - -

Next planned battery replacement (mandatory) date : __ / __ - - - -

Date : __ / __ / __ - - - -

Service station :

Signature and stamp :

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ - - - -

Next planned battery replacement (mandatory) date : __ / __ - - - -

Date : __ / __ / __ - - - -

Service station :

Signature and stamp :

() note complete P/N of replaced components (if battery pack has been changed, also note Batch Number, Tester Name and Date of Manufacture).*

4. Periodic Inspection LogType of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

() note complete P/N of replaced components (if battery pack has been changed, also note Batch Number, Tester Name and Date of Manufacture).*

5. Periodic Inspection LogType of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

() note complete P/N of replaced components (if battery pack has been changed, also note Batch Number, Tester Name and Date of Manufacture).*

6. Periodic Inspection Log

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other
Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

Type of inspection : ☐ Periodic ☐ Battery change ☐ Repair ☐ Other

Operations carried out (*) :

Next recommended inspection date : __ / __ / __

Next planned battery replacement (mandatory) date : __ / __ / __

Date : __ / __ / __

Service station :

Signature and stamp :

() note complete P/N of replaced components (if battery pack has been changed, also note Batch Number, Tester Name and Date of Manufacture).*

7. Programming LogIdentification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

Identification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

8. Programming LogIdentification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

Identification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

9. Programming LogIdentification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

Identification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

10.Programming LogIdentification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

Identification protocol : ☐ TN ☐ ICAO ☐ AOD ☐ S/N ☐ TEST

Identification number :

Beacon identification (15 HEX ID) :

Aircraft Tail Number :

Date : __ / __ / ____

Service station :

Signature and stamp :

11.Pre-delivery Inspection Log

— FIT DECAL HERE —
↓ ↓

P/N: - AMDT:

S/N: -

CSN:

DOM: /

Controlled By:

Next battery replacement before: /

Date : / / Stamp:

Distributed by

Manufactured by



KANNAD

Z.I. des Cinq Chemins BP 23

56520 GUIDEL - FRANCE

Tél. / Phone : +33 (0) 2 97 02 49 49

Fax : +33 (0) 2 97 65 00 20

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